

Patent Claims:

1. A method for detecting longitudinal and lateral acceleration of a vehicle, in which at least two sensors determine acceleration components that are aligned in a substantially perpendicular manner in relation to each other,
characterized in that the acceleration components have an angle ranging between 10° and 80° relative to the direction of longitudinal movement of the vehicle.
2. The method as claimed in claim 1,
characterized in that at least one of the acceleration components is determined at an angle of roughly 45° relative to the direction of longitudinal movement of the vehicle.
3. The method as claimed in any one or both of claims 1 to 2,
characterized in that an evaluation unit determines the actual longitudinal acceleration and an appearing lateral acceleration by way of a comparison between an expected longitudinal acceleration and the measured acceleration components.
4. A method for controlling a steering movement of a vehicle wherein a lateral acceleration of the vehicle is determined and the steering movement is controlled depending on the lateral acceleration,
characterized in that the lateral acceleration is determined by taking into consideration acceleration components, with the acceleration components

having an angle ranging between 10° and 80° in relation to the direction of longitudinal movement of the vehicle.

5. A method for preventing a vehicle at standstill from rolling away inadvertently, in which a brake pressure is maintained in wheel brake cylinders as a roll-away prevention and in which a speed of the vehicle is detected,

characterized in that the brake force is controlled depending on a longitudinal acceleration of the vehicle and in that the longitudinal acceleration is determined taking into consideration acceleration components, with the acceleration components having an angle ranging between 10° and 80° in relation to the direction of longitudinal movement of the vehicle.

6. A device for detecting a longitudinal and a lateral acceleration of a vehicle including at least two sensors that are aligned in a substantially perpendicular manner in relation to each other, and an evaluation unit, characterized in that the sensors are so aligned that their sensing direction has an angle ranging between 10° and 80° relative to the direction of longitudinal movement of the vehicle.

7. The device as claimed in claim 6, characterized in that the sensors are so aligned that their sensing direction has an angle of roughly 45° relative to the direction of longitudinal movement of the vehicle.